

NESTLE'S NUT
MILK CHOCOLATE.
A CHOICE SWEETMEAT,
DELICATE FLAVOURED,
ABSOLUTELY PURE
AND WHOLESOME.
ON SALE AT ALL STORES.

Hongkong Daily Press.

ASK FOR
SWALLOW &
ARIEL'S
BISCUITS,
JAMS
AND
CAKES.
Made from the finest Australian
Flour and Fruit.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

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日八十二月七年寅甲 HONGKONG, THURSDAY, SEPTEMBER 17TH, 1914.

四拜禮

號七十月九年三國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [805]

NETSU BISHI GOSHI KWAISHA.
(NETSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
NAMAZUTA, SATO, SHINNEW
AND KAMIYAMADA Collieries.
AGENTS FOR
SAKITO AND OTUBARI Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES: NAGASAKI,
MOJI, KATSU, WAKAMATSU,
OTARU, MURORAN, HAKODATE,
KOBÉ, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, YUBUZA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.
AGENTS: CHINKIANG—Messrs. GRABING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNES & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong 20th March, 1914. [442]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
**SMOKELESS POWDER and CHILLED
SHOT.** From No. 10 to 888G. at \$5, \$7
and \$7.50 per 100. SPORTING REQUIS-
ITES and AIR GUNS in Variety.

Inspection Invited

WM. SCHMIDT & Co.

Hongkong 15th April 1914. [559]

A LING & CO.

19 QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 18th April, 1914. [585]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 3.00 " " 15 " "
3.00 " " 3.10 " " 10 " "

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "

NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1502]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 681, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. | **NO. 2 DOCK.** Docking Length 376 ft. | **NO. 3 DOCK.** Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses
and sugar consumption tax covered warehouses. Floor area 87,917 square yards, or 14 acres.
Every description of warehousing, Custom-house brokerage and insurance under-
taken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [823]

WEISMANN'S

FOR QUANTITY.

WEISMANN'S

FOR PURITY.

WEISMANN'S

FOR QUALITY. [29]

SOUTH

MANCHURIA RAILWAY.

**SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.**

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE. composed of excellently equipped
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Connecting at Harbin with:				Connecting at Harbin with:			
Wagon from Moscow		Russian Express from St. Petersburg via Moscow		Wagon from Moscow		Russian Express from St. Petersburg via Moscow	
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INTIMATIONS

**A. S. WATSON
& CO., LTD.**
ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND
PERFUMERS, Etc., Etc.
BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.

**WATSON'S
HOUSEHOLD
AMMONIA.**

FOR THE BATH, TOILET,
AND HOUSEHOLD. Used in
the bath it promotes a healthy action
of the skin, counteracts all effects of
perspiration, and is refreshing and
invigorating. It is especially useful
for cleaning Jewellery, Silver, and
Plated Ware, etc.

**WATSON'S
CORN SOLVENT.**

A permanent, speedy and painless CURE for
corns and bunions.

**WATSON'S
SHAVING STICKS.**

The cheapest and best in the market.
They give a free and lasting lather,
and impart a soothing feeling to the skin.
For delicate and sensitive skins they are
unequalled.

**A. S. WATSON & CO.,
LIMITED,**

HONGKONG DISPENSARY AND
KOWLOON DISPENSARY.

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Only communications relating to the
news column should be addressed to THE
EDITOR.
Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
written on one side of paper only.
No anonymously signed communica-
tions that have already appeared in
other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 17th, 1914.

News of the progress of the war during
the past six weeks has monopolised public
interest to the exclusion of practically all
other topics which in times of peace would
be regarded as of first-class public interest.
Among these items is the announcement
which we see in American papers received
by the mail on Tuesday that the Panama
Canal is now open to the commerce of the
world. On August 15th the steamship
Arcon, owned by the United States War
Department, with many notable people on
board, made the official passage which
signalled the opening of the Canal. The
steamer had cargo on board too, and her
passage is thus described as that of the first
commercial voyage through the Canal.
Colonel GEORGE W. GOETHALS, builder of
the Canal and the Governor of the zone,
watched the operations closely and is
reported to have been manifestly
pleased at the improved handling of
the locks. The *Arcon* went through the
Gatun Locks in seventy minutes, a speed
not previously equalled, and the passage
through the other locks is described
as being correspondingly rapid. More
experience only is needed to shorten these
locking operations still more. Three
freight steamers of the American-Hawaiian
Steamship Line passed through the Canal
the following day west bound from New
York to San Francisco with general
cargoes. The United States Secretary of

War marked the occasion by sending a
telegram on behalf of the Government and
people of the United States expressing to
Colonel GOETHALS and through him to all
concerned in the achievement, the intense
gratification and pride they all experienced.
"By the successful passage of vessels
through the canal the dream of the cen-
turies has become a reality," said Secretary
GARRISON. "Its stupendous undertaking
has been finely accomplished and a per-
petual memorial to the genius and enter-
prise of our people has been created. The
fully-earned and deserved congratulations
of a grateful people go out to you and your
co-laborers." Several Central and South
American diplomats sent congratulatory
messages to Colonel GOETHALS. In these,
congratulations upon the achievement of
one of the world's greatest engineering
triumphs the whole world would wish to be
associated. Vessels drawing not more than
thirty feet of water may now make the trip,
though there is still much work to be done
in deepening the channel through Culebra
Cut as well as excavation operations at both
approaches. Yet with the passage of the
above-mentioned ships on the 15th and 16th
August the great waterway was considered
to have become "free and open to the
vessels of commerce and of war on terms
of entire equality" in accordance with the
Hay-Pauncefote Treaty. The freedom of
the Canal for vessels of war is one of special
importance at the present time, when a
warship or two belonging to belligerent
Powers may desire to use the Canal, and
it is not surprising to note that the pos-
sibility of this causing some embarrassment
to the United States at the present moment
is receiving attention in American papers.
In this connection it is of interest to know
that except in cases of absolute necessity,
vessels of belligerents must make uninter-
rupted passage through the Canal. They
may not coal, re-victual or embark or dis-
embark troops in the Canal zone, and these
provisions also apply to the terminal waters
at both ends of the Canal, within a limit
of three miles. Twenty-four hours is
the limit of time a belligerent vessel
can remain within the Canal, except in
cases of distress, and a vessel of war of one
belligerent cannot depart within twenty-
four hours from the departure of a vessel
of war of another belligerent. While the
war in Europe lasts the traffic through the
Canal is not likely to be of large dimen-
sions, but when once peace is restored the
Canal must quickly become a factor of
great and increasing importance to the
world's trade and commerce.

The five Indians charged with the theft
of silk from three shops in Queen's Road
where they were employed as cooks, have
been remanded until Wednesday next, Mr.
Gardiner making the application on
behalf of the prosecution.

The Chinese steward on board the
Tai Lee has reported to the Police that
on various dates between July 6th and
August 15th he entrusted his accountant
with sums of money amounting to \$500
with which to pay bills. The accountant
has now absconded.

An action was brought in the Summary
Court yesterday by Jose Maria Xavier,
a mercantile assistant, against G. Martine
and G. A. Bena claiming \$1,000 for
assault and wrongful imprisonment.
Pressure on our space compels us to hold
over our report. Mr. Justice Hazeland
reserved judgment.

A. V. Ribeiro, who is charged with
uttering two forged cheques and forging
an application to the Hongkong and
Shanghai Bank for a cheque book, was
yesterday formally committed by the
Magistrate for trial at the October
sessions, after Mr. L. N. Lee had given
evidence regarding the forgery of his
name.

There was an exciting incident on the
Pak Hing Ferry boat soon after it had
left Yaumati for Hongkong on Monday.
Suddenly a cry of "man overboard" was
raised, the ferry was stopped, and the
man was seen making for the breakwater.
He reached it and then commenced to
run. The occupants of a sampan moored
to the breakwater gave chase and the man
was caught. It transpired that the man
noticed that he was being tracked by a
man to whose house he went into on
Saturday night and stole an opium pipe.
The pipe was worth \$7 and had been
disposed of for \$1.70. Detective Brown
who was on board the ferry and saw the
incident charged the man at the Magis-
trate yesterday with theft of the pipe.
The defendant was sentenced to six weeks'
hard labour and four hours' stocks.

From the "Agony Column" of *The
Times*, of August 4th:—To all who call
themselves English gentlemen.—Are you
drilled and armed and ready to defend
your country?

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE
GERMAN RETREAT.ALLIED FORCES CROSS THE
RIVER AISNE.LONDON, September 14th.
5.00 p.m.

The Official Press Bureau announces that all day yesterday the
enemy stubbornly disputed passage of the River Aisne, but despite the
difficulty of fording the river in face of strong opposition nearly all
crossings were secured by sunset.

On our Right and Left, the French troops were confronted with a
similar task, wherein they were successful. Many more prisoners were
taken.

The Crown Prince's Army has been driven back, and the Crown
Prince has moved his headquarters from Sain Menehould to
Montfaucon.

GENERAL RETIREMENT OF THE GERMANS ALONG
NANCY TO VOSGES LINE.LONDON, September 14th.
6.45 p.m.

An official *communiqué* issued at Paris this afternoon states:—
"On our Left the enemy had prepared entrenchments on the River
Aisne, between Compiègne and Soissons, but were obliged to abandon
them. The Germans from Amiens retired on Peronne and Saint Quentin.
The Germans also in a defensive position behind Rheims were unable to
hold it."

"The enemy in the Argonne region withdrew north beyond Forest-
Belinque and Triancourt, while on our Right the retirement was general
from Nancy to the Vosges. Indeed, at the end of yesterday French
territory on this side had been entirely evacuated."

FRENCH ARMY RE-ENTERS AMIENS.

LONDON, September 15th.
8.40 a.m.

A Paris official *communiqué* issued at 11 p.m. yesterday states:—
"Our Left Wing has everywhere regained touch with the rear-guards,
and even the main body, of the enemy. Our troops re-entered Amiens,
whither the Germans had abandoned. The enemy appears to be making
a stand on a front marked by the River Aisne, and also seems, in
the centre, to intend to resist on the heights north-west and north of
Rheims. The Germans continue to fall back between the Argonne region
and the Meuse."

"Our Right Wing succeeded in the Woëvre region in relieving
Fort Troyon, which had been fiercely and frequently attacked during the
last few days."

"Our pursuing detachments in Lorraine maintain contact with the
Germans."

"The morale and health of our Armies are excellent."

FIGHTING PROCEEDING ALONG WHOLE LINE.

LONDON, September 15th.
4.25 p.m.

The Official Press Bureau announces that the enemy are still
occupying a strong position north of the Aisne, and fighting is
proceeding along the whole line.

The Crown Prince's army has been driven further back and
is now on the line formed by Varennes, Consenvoye and Ornes.

The Allies have occupied Rheims, and 900 prisoners and
twelve guns were captured yesterday by the Corps on the right of
the British.

Rain has made the roads heavy, and is increasing the difficulty of
the German Army in its retreat.

FRENCH DENIAL OF A GERMAN OFFICIAL STATEMENT.

LONDON, September 16th.
2.25 a.m.

A Paris official *communiqué* issued at 11 o'clock states:—
"Our armies on the Left Wing are in close contact with
the enemy on the whole front along the heights north of Aisne and
west and north of Rheims."

"Our advance in the Centre between Argonne and the Meuse
continues."

"The German official statement that the Crown Prince's Army
is besieging and bombarding Verdun is untrue. Verdun has never been
attacked. Fort Tryon only has been bombarded but is now free."

"There is nothing to report on our Right Wing."

EXCHANGE OF CONGRATULATIONS BETWEEN TSAR
AND FRENCH PRESIDENT.

LONDON, September 16th.

The Tsar has telegraphed to President Poincaré his congratulations
upon a brilliant victory.

President Poincaré has replied by congratulating the Tsar upon
the Russian victory in Galicia and saying that the French Government is
confident that it will soon be followed by other dazzling successes in
Germany and Austria. The President adds that France is determined to
continue the conflict with the utmost energy.

[THROUGH REUTER'S AGENCY.]

BRITISH GENERAL KILLED.

LONDON, September 16th.
5.20 a.m.

A supplementary casualty list includes the name of Brigadier-
General N. Findlay.

GERMAN ARMY STAFF'S ACCOUNT OF THE OPERATIONS.

LONDON, September 16th.
12.15 p.m.

A message from Amsterdam states that the German Army Staff
announces that there have been heavy but undecided battles on the
German right wing. A French endeavour to break through the German
lines has been defeated. Elsewhere, the announcement says, there is no
change.

BELGIANS RE-ENTER ANTWERP FORTRESS.

ANTWERP, September 16th.

It is officially announced that the Belgian Army re-entered the
Fortress unmolested by the Germans, who lost heavily in the fighting
during the last few days, and are now reduced to inactivity.

[The Belgian Army recently made a sortie from the fortress.]

GERMAN GARRISON AT BRUSSELS STRENGTHENED.

LONDON, September 16th.

A telegram from Ghent states that the German garrison at
Brussels has been strengthened. There are now 6,000 mitrailleuses
posted on the boulevards and at the stations.

MORE GERMAN FCTION CONTRADICTED.

LONDON, September 15th.
5.20 a.m.

The Official Press Bureau denies the rumour that Russian troops
are in Belgium or France.

[It had been reported through German sources that 80,000 Russians
dispatched from Archangel *via* England, had attempted a landing at
Ostend, had been attacked by German torpedo-boats and that two trans-
ports had been captured and taken to Wilhelmshaven.]

THE RUSSIAN OPERATIONS IN AUSTRIA.

GREAT CAPTURES OF PRISONERS, GUNS AND STORES.

LONDON, September 15th.
4 a.m.

A Petrograd official *communiqué* states:—

The Russians on the Austrian Front crossed the River San,
and captured 30 guns, 8,000 prisoners, and enormous quantities of stores.

Near Rawaruska, the Austrian batteries were found abandoned
in the marshes. Round Bielgoray General Broussiloff captured many
prisoners and guns. In repelling a last desperate onslaught the Austrians
on the right bank of the Dneister were driven toward Dorogobych.

The Russians occupied Czernovitz, the capital of Bukovina,
without firing a shot.

ENEMY STILL RETREATING.

LONDON, September 15th.
6.50 p.m.

A message from Petrograd reports that the Grand Duke Nicholas
telegraphs that the Russians have crossed the Lower San without resistance
from the enemy, who continue to retreat. The Russians have reached
Mcosk after occupying Grodek, and are now within one march of
Przemysl.

The message adds that there was no fighting in East Prussia
yesterday.

THE AUSTRO-SERVIAN WAR.

SERVIANS GREAT SUCCESS—DEFEAT OF 90,000
AUSTRIANS.LONDON, September 15th.
12 p.m.

The Servians have won another great battle, at the angle of the
rivers Drina and Save, defeating 90,000 Austrians and capturing
howitzers, field-guns and quickfiring.

THE AUSTRIAN FLIGHT FROM SEMLIN.

LONDON, September 15th.
7.20 p.m.

The Servians are successfully continuing the offensive. The
enemy's flight from Semlin is of the most rapid nature. They left much
war material and food. The populace is overjoyed.

LATER.

The Servians have occupied Vishegrad.

ITALY AND THE WAR.

LONDON, September 15th.

The executive of the Italian Radical Party passed a resolution
urging the Government to abandon the policy of neutrality. The
Government, they urged, should not miss the opportunity of securing
natural frontiers for Italy and participating in a settlement in accordance
with democratic principles.

The *Journal Messagero* says the popular demonstrations should
warn the Government of the danger of maintaining a disinterested attitude.

LATER.

It is reported from Rome that the Italian Cabinet will shortly be
reconstructed on a wider basis, with the Socialists collaborating.

It is stated that the new policy will possibly be one in which
action is contemplated.

ITALIAN CRUISER RECALLED.

LONDON, September 16th.

The Italian cruiser *Piemonte* has been recalled to Venice from
Somaliland.

[THROUGH REUTERS AGENCY.]

GERMAN CRUISER SUNK BY SUBMARINE.

MAJORITY OF THE CREW SAVED.

LONDON, September 15th.
8 a.m.

It is officially announced at Berlin that the German cruiser *Hela* was sunk by a hostile submarine on the 13th September.

The majority of the crew were saved.

[The *Hela* is a protected cruiser built in 1896, 2,004 tons, and 22 knots speed.]

GENERAL WAR NEWS.**GERMANY PROTESTS TO CHINA AGAINST ALLEGED BREACH OF NEUTRALITY.**

LONDON, September 16th.

The German Charge d'Affaires at Peking has notified China that his Government reserves the right to deal with China and exact compensation for an alleged breach of neutrality in permitting the landing of Japanese troops to attack Kiaochow.

IRELAND, ENGLAND'S "STRONGEST BULWARK."LONDON, September 15th.
9.05 a.m.

In the House of Commons Mr. John Redmond, the leader of the Irish Party, invited Mr. Asquith, the Prime Minister, to address a great recruiting meeting in Dublin, and emphasised the fact that what was once the broken arm of England had become her strongest bulwark.

ARRIVAL OF GERMAN PRISONERS IN ENGLAND.

LONDON, September 16th.

Sixteen hundred German prisoners have arrived in England. Yesterday the King visited the British and German wounded at Netley.

GERMAN FORCE IN SOUTH AFRICA SURRENDERS.LONDON, September 15th.
5.20 a.m.

A Capetown telegram reports that a detachment of South African Mounted Rifles surprised a German force occupying a drift in Orange River Colony 90 miles from Steinkopf, and compelled it to surrender. One Rifleman was killed.

SOUTH AFRICAN FORCE OCCUPY IMPORTANT POSITION.LONDON, September 15th.
12 p.m.

A message from Capetown states that a South African force have occupied an important strategic position at Raman's Drift, southward of Warmbad, after a sharp skirmish.

CANADIAN CAVALRY FOR THE FRONT.

LONDON, September 16th.

A telegram from Ottawa reports that two regiments of cavalry accompany the first Canadian contingent.

THE GERMAN PRISONERS IN HONGKONG.

The German prisoners, who number about 150, have been removed from Stonecutters Island to Hung Hom, Kowloon, where they are housed in matsheds.

GERMAN RESERVISTS AT AMOY.

The German steamer *Koenig* (Bangkok line) has been at Amoy for some weeks with 36 German reservists on board. They have apparently been finding their stay in port rather wearisome, and two small groups of them have managed to escape to Foochow. The first lot got away in a junk, and last Saturday eight more reached Foochow in a ship's lifeboat, having been five days on the voyage.

"KAISERIN ELISABETH" RE-ARMED.

The Austrian cruiser *Kaiserin Elisabeth* at Tsingtao was recently dismantled and her officers and men sent to Tientsin. Owing to the rupture of relations between Japan and Austria since then, however, the Austrians at Tientsin have now returned to Tsingtao by order of their Government. The Austrian man-of-war has been re-armed and she is now in fighting trim.—*Japan Chronicle*.

CALCUTTA'S VOLUNTEER CORPS.

Calcutta has achieved a splendid record in the raising of defence forces. The total number of Volunteers of all arms, on August 27th, in Calcutta amounted to 6,000 men.

CAPTURE OF SHIPING.

LONDON, August 14th.

Fairplay, a well-known shipping journal, states that the enemy's ships have been captured as follows:—By Great Britain: 44 German steamers, 18 German sailers, and 3 Austrian steamers; by France: 4 German steamers and two Austrian steamers; by Belgium: 34 German steamers, two German sailers and two Austrian steamers. Russia claims to have captured 73 German steamers and 12 Austrian vessels.

KAISER BELIEVED TO BE READY FOR MEDIATION.

WASHINGTON, September 16th. Diplomats in Washington believe that Kaiser Wilhelm is ready for mediation.

[FROM THE "N.C. DAILY NEWS."]

THE SIEGE OF TSINGTAO.

ATTITUDE OF CHINESE IN SHANTUNG.

PEKING, September 8th.

The Peking correspondent of the *Peking and Tientsin Times*, writing on September 8th, says:—

A report from Weihai states that the Japanese are being well received by the local Chinese and are able to get whatever they want from them. The Japanese have been very careful not to give the Chinese any cause for complaint, the home authorities having given strict orders to the officers in charge of the different detachments that they must see that the men under their command do not in any way molest the local Chinese, and must punish severely any one who does so.

The Chinese much appreciate the attitude of the military commanders and are showing no anxiety over the landing of the Japanese troops.

ACTIVITY OF JAPANESE AEROPLANES.

TAIANTSU, September 9th.

A passenger from Kiaochow passing through here this morning states that he saw an aeroplane circling over Tsingtao attempting to drop bombs on the forts. He also reports hearing heavy firing in that direction.

The following telegrams are taken from Japan newspapers:—

GERMAN BOMBS IN ANTWERP.

PARIS, August 28th.

The American and other Ministers of neutral nations in Antwerp have filed a strong protest with the German Government for the bomb throwing by the Zeppelin airship over the city of Antwerp. The Belgian Government has decided to make this an international issue, and has notified the United States and other neutral Powers signatory to The Hague agreement.

BELGIAN MISSION IN LONDON.

LONDON, September 1st.

The representatives of the Belgian Cabinet have arrived in London, where they received an enthusiastic reception from the popular. The object of the mission is to draw the attention of foreign countries to the atrocities committed by the Germans in Belgium.

WAR NEWS FROM HOME PAPERS.

The following interesting extracts are taken from London papers of August 5th and 6th.

ARMY SEIZURE OF HORSES AND PETROL.

WAR EQUIPMENT TAKEN BY OFFICERS.

Rapid progress is being made with the mobilisation and equipment of the Army. All day yesterday Sir John Dickinson, the Chief Metropolitan Police magistrate, was busy signing warrants authorising the seizure of horses, motors, petrol, and other things by the Government. Each warrant as it was signed was taken away by two Army officers, attended by a police-sergeant.

On the authority of these general warrants, signed by virtue of the Army Act, the military authorities speedily commandeered a large number of high-class horses, motor-cars, motor-vans, and a quantity of petrol from private owners. The streets of London all yesterday bore evidence of the carrying out of the warrants.

In the afternoon long strings of serviceable-looking horses were being marched southward over Westminster Bridge. Where horses were taken the officer was accompanied by a veterinary surgeon. The horses were chosen, a price suggested and accepted, and a receipt given. In the seizure of motor-vans or cars the military officers were attended by a mechanical expert. In the same way petrol held by private users was commandeered. If an agreement as to price cannot be arrived at all the things required are taken just the same, but the owner has the right to appeal to the courts to fix the price to be paid.

Many commercial motors and horses were requisitioned by the Army authorities at Tyneside yesterday. The Newcastle police visited the house of a foreigner and dismantled his wireless telegraphic apparatus.

PLIGHT OF TOURISTS.

BOATS TO BE SENT FOR ENGLISH REFUGEES.

The plight of English visitors to the Continent struggling home in trains days behind time, and in overcrowded boats, was urged upon the attention of the Government in the House of Commons last night (5th).

Sir Henry Dalziel said the scenes at some of the Continental ports were of a horrifying character. Not only were English people returning home, but also many foreign families were coming to England for safety, and there was terrible overcrowding in the cross-Channel boats. A member of the House of Lords who came from Ostend the other night said the boat was so crowded that it must have toppled over if the sea had not been calm, and then thousands were left behind. The Government ought to see that there was an adequate service of boats.

Tourists coming from Switzerland had spent four or five days in the train, and he was told that some of the travellers had been unable to buy food for three or four days. Our Consuls abroad ought to be instructed to give these people every assistance, unhampered by red tape.

Mr. Price said English people in Berlin were unable to get into communication with their friends and there was the greatest anxiety concerning them. Could not the Government enter into negotiations with Germany respecting them?

"The destitution is appalling. A boat ought to be sent to-night," said Sir Arthur Markham, speaking of affairs at Boulogne.

To all these complaints Mr. Robertson gave the answer that the Board of Trade were taking active steps to cope with the situation. Boats would be sent for the refugees and special instructions would be given to our Consuls.

BRITAIN'S ONLY FOOD DANGER.

PANIC ORDERS FROM THE UNPATRIOTIC.

One danger, and one only, threatens us in this country as to our food supply. That danger comes from the foolish and unpatriotic people who are sending gigantic orders for groceries to our big stores.

One lady yesterday morning gave an order for £80, in which two items were 100lb. of rice and 100lb. of tea. Here is a small part of another order, which was the second order within the week, from a not very large household:

120lb. of flour. 35lb. of coffee.
50lb. of sugar. 80lb. of rice.
35lb. of tea.

WILD ORDERING.

There was some very wild ordering in suburban food stores. At Brixton the provision shops have been crowded out with people buying up everything. The big shops, such as the Bonanza and Messers. Francis, had at one time to close, so as to be able to deal with existing orders.

The general manager of one of the bigger establishments in Tottenham Court-road pointed out a pile of about 3,500 orders, mostly on a large scale, all of which had come in within the last thirty-six hours. "If that is not panic I don't know what is," he said. "In my opinion the Government ought to step in and prevent such individual cornering of food. There is no real shortage, nor likely to be, except in one or two commodities, but such orders as these will create a temporary and apparent shortage, which may produce dangerous panic and great indignation among poorer people."

He pointed to some of the shop attendants, many of whom were wearing white aprons over their uniforms. They were putting in a terrible day's work before joining their regiments. "It is a shame," he said, "to see such patriotic fellows rushing in their last spare moments in carrying out hysterical orders for timid people."

SHORT WAY WITH EXCESS.

Different shops are treating these different ways. Mr. Woodman

Burbidge, assistant general manager at Harrod's, said that they were dealing with excessive orders quite ruthlessly. If a customer generally sent an order for £20 and now sent an order for £40, they only supplied £20 worth of goods or little more. If a house generally ordered £2 worth and now ordered £10, it was sent £2 worth. In this way the firm itself, without any help from Government, is protecting the poorer and less selfish portion of the community.

Mr. Burbidge gave his confident assurance that there was and would be plenty of food in the country. The rise in prices yesterday was largely due to no permanent, much less increasing, causes, but to the fact that vast quantities of stores now at the docks cannot be liberated till the banks open.

FOOD PRICES.

NO JUSTIFICATION FOR RISES IN BREAD OR MEAT.

The Home Office issued the following statement last night (4th): The Committee of the Cabinet appointed to deal with food supplies consider it necessary to issue an immediate statement for the information of the public as to the actual position. The President of the Board of Agriculture has already stated that the supply of wheat at present in the country, together with the home crops now being harvested, is sufficient for four months' ordinary consumption.

In this statement no account is taken of wheat at this moment on the sea or to be shipped. Large consignments of wheat are now on the way to this country, and much of it is in fact close to our shores. There are, therefore, no conceivable circumstances in which a wheat famine could arise. High prices can only be due either to actual scarcity or to fears of a scarcity. There is no actual scarcity, and any fears which may have been felt on the subject are groundless.

The situation with regard to meat is not less satisfactory. The normal killings of our home-grown stock supply 60 per cent. of our annual consumption. We are not necessarily dependent upon foreign imports for the balance of our supplies, as in case of emergency it could be provided by slaughtering a larger proportion of our own stock. This contingency cannot, however, arise in present circumstances. There is at this moment an exceptionally large supply of foreign meat in cold storage and heavy consignments are on the way to our shores. There is, therefore, no justification in the present position for any rise in price in bread or meat.

Arrangements have been made by the Board of Trade to obtain at very frequent intervals information from a large number of centres, both urban and rural, as to changes in the retail prices of food. The committee are ready to receive information from any person as to substantial rises in the retail price of food supplies experienced by him. Such information should be addressed to the Commercial Department of the Board of Trade, Gwydyr House, Whitehall, London, S.W.

STATE CONTROL OF RAILWAYS.

MANAGERS' COMMITTEE IN CHARGE.

By an Order in Council yesterday the Government took over the control of the railways of Great Britain.

The control will be exercised through an executive committee of general managers of railways which has been formed for some time and has prepared plans for facilitating the railway working.

Although the railway facilities for purposes other than naval and military may for a time be restricted, the civil and military railway demands will be coordinated as much as possible. More normal conditions will in due course be restored and, says the order, it is hoped the public will in the general interest accommodate themselves to the inconvenience involved.

This control by the State is to ensure that the lines, locomotives, rolling stock, and staffs of all the railways shall be used as one complete unit for the movement of troops, stores, and food supplies. The individual staff will remain under the same control and receive instructions through the same channels as before.

The underground railways are included in this order, but it is only a formality. Tramways and omnibuses are not affected.

TOO MANY GERMANS IN ENGLAND.

NEW ALIENS LAW.

The Government has awakened to the fact that there are too many foreigners, particularly Germans and Austrians, in England, and is acting accordingly. In introducing a Bill to regulate the movements of undesirable aliens, the Home Secretary told the House of Commons that in twenty-four hours twenty-one arrests have been made, chiefly in naval centres, and that most of these men are known as spies.

Posing as doctors, lawyers, or university professors, Germans have been found not only in the cities but also in remote parts. Always they have a camera "for holiday pictures." One man was caught astride a wall from which was a view of Sheerness harbour, another was found near Dover naval harbour, a third near a wireless station on the east coast, a fourth on the railway lines between London and Bridge and Cannon-street.

The military authorities announce that there are a number of spies in the Isle of Wight, and warn the public against the risk of being shot if they go near defence or military posts after dark.

Mr. McKenna's Bill, which passed a second reading, gives power to the authorities to prevent the residence of suspected aliens in certain areas in time of war.

TELEGRAMS.

[THROUGH REUTERS AGENCY.]

HOME RULE AND WELSH DISESTABLISHMENT.

LONDON, September 16th.

In the House of Commons, Mr. Asquith announced that the Home Rule and Welsh Disestablishment Bills would be placed on the Statute Book, but he would introduce a Bill to-morrow suspending the operation of both measures for a year, or if the war lasted longer, to a date not beyond the termination of the war. Meanwhile the Government guaranteed that the Amending Bill would be introduced and dealt with before the expiration of the time limit.

LATER.

Mr. Asquith, in making his statement regarding the placing of the Home Rule Bill upon the Statute Book, said that he would introduce next Session an amending Bill, and he had the best hopes that a satisfactory and permanent settlement might then be reached. He paid a tribute to the patriotism of the Ulster Volunteers who were going on active service. Any coercion of Ulster, he added, was unthinkable, and the Government were honestly desirous of acting reasonably and equitably to all.

Mr. Bonar Law said the Opposition had been unfairly treated regarding Home Rule, but they would continue to support the Government by every means in their power during the war. The Opposition, however, would not participate further in the Home Rule discussion.

The Government's Suspensory Bill passed all its stages in the House of Commons.

The House of Lords postponed the second reading of the Welsh Disestablishment Bill, and then passed, despite the Government's protests, in all its stages, Lord Lansdowne's Suspensory Bill.

AMERICAN TROOPS WITHDRAW FROM VERA CRUZ.

WASHINGTON, September 16th.

The United States troops have been ordered to withdraw from Vera Cruz.

PEACE TREATIES WITH AMERICA.

WASHINGTON, September 16th.

Mr. Bryan, Secretary of State, has signed Peace Treaties with Great Britain, France, Spain and China.

CONTRABAND OF WAR.

It is notified in a *Government Gazette Extraordinary* issued yesterday that the following articles will be treated by His Majesty's Government as Absolute and Conditional Contraband respectively:—

1. Arms of all kinds, including arms for sporting purposes, and their distinctive component parts;
2. Projectiles, charges, and cartridges of all kinds, and their distinctive component parts;
3. Powder and explosives specially prepared for use in war;
4. Gun-mountings, limber boxes, limbers, military waggon, field forges, and their distinctive component parts;
5. Clothing and equipment of a distinctive military character;
6. All kinds of harness of a distinctive military character;
7. Saddle, draught, and pack animals suitable for use in war;
8. Articles of camp equipment and their distinctive component parts;
9. Armour plates;
10. Warships, including boats and their distinctive component parts of such a nature that they can only be used on a vessel of war;
11. Aeroplanes, airships, balloons and aircraft of all kinds and their component parts together with accessories and articles recognizable as intended for use in connection with balloons and aircraft;
12. Implements and apparatus designed exclusively for the manufacture of munitions of war, for the manufacture or repair of arms, or war material for use on land or sea.

1. Foodstuffs;
2. Forage and grain, suitable for feeding animals;
3. Clothing, fabrics for clothing, and boots and shoes, suitable for use in war;
4. Gold and silver in coin or bullion, paper money;
5. Vehicles of all kinds available for use in war, and their component parts;
6. Vessels, craft, and boats of all kinds, floating docks, cranes of docks, and their component parts;
7. Railway material, both fixed and rolling stock, and material for telegraphs, wireless telegraph, and telephones;
8. Fuel; lubricants;
9. Powder and explosives not specially prepared for use in war;
10. Barbed wire and implements for fixing and cutting the same;
11. Horseshoes and shoeing materials;
12. Harness and saddlery;
13. Field glasses, telescopes, chronometers, and all kinds of nautical instruments.

CERTAIN THAMES CHANNELS AND APPROACHES CLOSED.

It is notified in the *Gazette Extraordinary* issued yesterday that the following notice was issued by the Admiralty on September 14th, 1914:—

"For purposes of national defence it is considered necessary that certain channels in the approaches to the Thames should be closed. All incoming vessels flying foreign flags and all British vessels from all foreign and colonial ports must call at the new pilot station now established in the vicinity of the Tongue Light Vessel or at one of the established pilot stations, viz., the Sunk Light Vessel, Margate, Deal and Dover, and be conducted to their destinations by a licensed pilot. All outgoing vessels of the same description must before sailing obtain the services of a licensed pilot to conduct them to sea. All incoming vessels not included in the above, before leaving their port of departure for the Thames, and all similar outgoing vessels, must obtain instructions from the nearest Customs Authorities as to the channels to be used. These arrangements are to take effect from noon Monday, September 14th, 1914."

PRINCE OF WALES' FUND.

HONGKONG CONTRIBUTION.

	Monthly Subscribers up to 1000 lbs.	Amounting to £777.84
Hongkong	131	
Swatow	23	195.00
Amoy	6	45.00
Kongmoon	3	19.00

Total monthly subscribers 163 £1,036.84

26 Hongkong donations	1,048.00
4 Swatow do.	175.00
1 Amoy do.	10.00
	\$2,239.84

INTIMATIONS**THREE CHILDREN HAD ECZEMA ON SCALPS**

Formed Crust. Went From Head to Ears and Neck. Cuticura Soap and Ointment Quite Healed Them.

60, Carlisle Rd., Stamford, Essex, Eng.—

"My three children, aged nine, seven and five had a breaking out of running sores on their scalps. They told us they had eczema and a very contagious kind which we should have great trouble to get them cured of. It was continually discharging a sticky yellow liquid which dried and then formed a crust which broke out again. Starting on the crown of their heads it traveled down behind their ears to their necks and where the children scratched they had a few little sores on their hands. But the worst places were behind their ears which formed sores as big as crown pieces."

"We were given a box of ointment but I cannot say that it did any good at all. Seeing the Cuticura Soap and Ointment advertised we wrote for a sample. Upon using some we found that they stayed the irritation also stopped the discharge so we bought the Cuticura Soap and Ointment and in six weeks they quite cured them of the eczema without leaving any disfigurement." (Signed) Mrs. J. Puddick, Jan. 23, 1914.

Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

[96-13]

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864)

SOLE AGENTS FOR**FALCON LAGER BEER**

BOTTLED BY

MESSRS. VAN Vollenhoven & Co., AMSTERDAM.

The ONLY GENUINE CHEAP LAGER BEER on the Market.

NEW ADVERTISEMENTS

NETHERLANDS LLOYD OF AMSTERDAM AND BATAVIA.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates. W. A. HANNIBAL & Co. Hongkong, 16th September, 1914. [1145]

IN THE MATTER OF THE COMPANIES ORDINANCE OF 1911 AND 1913, and IN THE MATTER OF THE YUE HING LOONG CO., LTD. (In Liquidation).

NOTICE IS HEREBY GIVEN that a MEETING OF CREDITORS of the above-named Company will be held at the Registered Office of the Company No. 10, Des Vaux Road Central, (2nd Floor), on WEDNESDAY, the 30th day of September, 1914, at 12 o'clock Noon, for the purpose set forth in Section 181 of the Companies Ordinance of 1911.

Dated this 14th day of September, 1914.
U HOI CHAU,
Liquidator. [1146]

EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"ARABIAN" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Firearms and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, or West Point Godown, or Godown No. 8, Matheson Street, Wanchai, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st Sept. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 21st Sept. at 9.30 A.M. All Claims must reach us before the 28th Sept., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents. Hongkong, 14th September, 1914. [1147]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 16th September, 1914. [1148]

HONGKONG CLUB.

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on WEDNESDAY, the 30th September, 1914, will be held in the Club House at 11 o'clock A.M., TO-MORROW (FRIDAY), the 18th September, 1914.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary. Hongkong, 8th September, 1914. [1125]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 26th September, 1914, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th September, both days inclusive.

DOUGLAS LAURIAK & Co., General Managers. Hongkong, 5th September, 1914. [1114]

NOTICE.

ARTHUR BATE (DECEASED), Late of BRITISH-AMERICAN TOBACCO CO., LTD., Canton.

ALL Claims against the above Estate should be presented to the BRITISH-AMERICAN TOBACCO CO., LTD., Canton, on or before the 30th September, 1914.

BRITISH-AMERICAN TOBACCO CO., LTD. Hongkong, 20th August, 1914. [1054]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sailing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P. [1343]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. Hongkong, 29th August, 1914. [1033]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of September, 1914, at NOON, when the subjoined resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution:—

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 58, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 59, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid, a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders as an interim dividend as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly ending the 30th June and the 31st December, shall make a General Half-Yearly," and that the following words be adopted and substituted therefor:—"Yearly ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and the 31st day of December" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors. A. G. STEPHEN, Acting Chief Manager. Hongkong, 24th August, 1914. [1065]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road), GODOWN, 88, Wanchai Road, GODOWN, No. 4, New Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st September, 1914. [1061]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road), GODOWN, 88, Wanchai Road, GODOWN, No. 4, New Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 5th September, 1914. [1101]

TO LET.

IN CANTON on SHAMEEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—DAVID RASSOON & Co., Ltd. Hongkong, 5th August, 1914. [1017]

TO LET.

NO. 7, KNUSTFORD TERRACE, Kowloon.

Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st September, 1914. [1091]

QUEEN'S BUILDING.

TO LET. The South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st September, 1914. [1033]

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS. EVERY REQUIREMENT FOR GOLFERS.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS.

FROM 65 CENTS EACH. GOLF BALLS FROM 65 CENTS EACH.

ARCH COLONELS, \$1.30 Each. DOMINO DIMPLES, \$1.30 Each.

WHITE COLONELS, 1.30 Each. GLOBY DIMPLES, 1.30 Each.

PATENT COLONELS, 1.10 Each. MIDSET DIMPLES, 1.30 Each.

HEAVY COLONELS, 1.10 Each. BLACK AND WHITE DOT, 1.10 Each.

WOOD MILNES, 1.10 Each. SPALDING "BOB", 65 Cents.

BLUE CIRCLE, 90 Cents.

SPALDING "GOLD MEDAL" CLUBS. DRIVERS AND BRASSIES, PRICE \$5.50 EACH. IRONS, PRICE \$4.75.

R. FORGAN'S CELEBRATED CLUBS. MADE AT ST. ANDREW'S, PRIZE FROM \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS. ALL MODELS, PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS. STOCKED IN ALL MODELS.

CADDY BAGS. TEES, GOLF GLOVES, CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

LANE, CRAWFORD & Co.

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

THE CHINESE GOVERNMENT Ordered that a Special Office should be Established to Manage the Affairs in connection with the NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

THE BUREAU OF NATIONAL LOANS (內國公債局) has now been duly organized in accordance with the Regulations for the Bureau sanctioned by the President on August 3rd, 1914, and is now ready to do business with underwriters.

Prospective underwriter, will please read the Summary of the Underwriting Regulations given below and communicate with or call in person at the BUREAU OF NATIONAL LOANS. Copies of detailed Underwriting Regulations will be sent on application, or can be obtained from any of the branches of the Bank of China or Bank of Communications.

THE BUREAU OF NATIONAL LOANS, Hsi Tang Tzu Hutung, Peking.

SUMMARY OF UNDERWRITING REGULATIONS.

The minimum amount to be underwritten shall be \$100,000. Commission to underwriters shall be of five grades: 4% to those who underwrite \$100,000 or more, 4 1/2% to those who underwrite \$250,000 or more, 5% to those who underwrite \$500,000 or more, 5 1/2% to those who underwrite \$750,000 or more, 6% to those who underwrite \$1,000,000 or more.

Underwriters shall pay the whole of the amount they have underwritten within a period of two months, which period shall begin on September 1st, and end on October 31st, 1914. Payments shall be made to the BUREAU OF NATIONAL LOANS or the Establishments named by the Bureau.

The underwriter shall pay to the BUREAU OF NATIONAL LOANS at the time of underwriting one-tenth of the amount he has underwritten as guaranty money. If he makes no payment within the period of two months stipulated above, the whole of his guaranty money forfeited. If he pays one-half of the amount underwritten, the guaranty money for a half shall be forfeited. Other cases are to be dealt with according to the same proportion above.

Commission due to the underwriter shall be given according to the arrangement above.

BUREAU OF NATIONAL LOANS may enquire into the qualifications of any prospective underwriter and decide whether the Bureau will entertain his application or not. [1138]

Westminster Cigarette Co. Ltd. London.

THE TURKISH CIGARETTE OF PERFECT FLAVOUR. WESTMINSTER "SPECIALS."

Westminster Cigarette Co. Ltd. London.

Westminster Cigarette Co. Ltd. London.

Westminster Cigarette Co. Ltd. London.

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Westminster Cigarette Co. Ltd. London.

Westminster Cigarette Co. Ltd. London.

BANKS

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... 7,499,250
Reserve Funds ... 3,420,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Batavia, Bombay, Calcutta, Canton, Cebu, Fookchow, Hongkong, Kagi, Keelung, Kiochiang, Kobe, London, Manila, Meiji, Nagasaki, Newchwang, New York, Osaka, San Francisco, Shanghai, Singapore, Swatow, Tientsin, Tokyo, Yokohama.

HONGKONG OFFICE. 8, DES VEAUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Acting Chief Manager. Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 30, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Shanghai, Yokohama, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal 21,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.) ESTABLISHED 1863.

Authorised Capital Fl. 80,000,000 (23,500,000) Paid-up Capital, Fl. 17,407,000 (21,480,000) Reserve Fund, Fl. 6,518,000 (2,548,168)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK. SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central. Hongkong, 3rd October, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000 Subscribed ... £1,250,000 Paid-up ... £625,000 Reserve Fund ... £465,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager. Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000 Reserve Fund ... £1,800,000 Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 8th June, 1914. [1494]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000 Reserve Funds: Sterling \$1,500,000 at 2/- \$15,000,000 Silver ... \$18,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman. W. L. PATTERSON, Esq.—Deputy Chairman. S. H. DODWELL, Esq.—P. H. HOLYAK, Esq.—G. T. M. EDKINS, Esq.—J. A. FLEMMING, Esq.—C. S. GUBBY, Esq.—Hon. Mr. E. SHELLIN.

CHIEF MANAGER: Hongkong—N. J. STAND.

ACTING MANAGER: Shanghai—J. D. SMART.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager. Hongkong, 24th August, 1914. [15]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—NOMURA HOTEL, Telephone No. 400. Hongkong, 30th July, 1914. [992]

SINGON & CO. ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Ship Chandlers. Nos. 35 and 37, HING LOO STREET (2nd St. West of Central Market). Telephone No. 515. [45]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SALLETTE" Arrived Hongkong on 12th Sept. 1914. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

**HONGKONG SHORTHAND
AND TYPEWRITING
BUREAU.**

WE are prepared to conclude Contracts for
Typewriting Work.
We Guarantee our Qualifications, but ask our
Price, which is standard and reasonable.
Ring us up and come to an arrangement
before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central
(First Floor).
Telephone No. 650.
Hongkong, 15th May, 1914. 1710

JUST RECEIVED
SUTTON'S
FLOWER AND VEGETABLE
SEEDS
GRACA & CO.
PANDER St. (Hongkong Hotel Building).
Hongkong, 16th September, 1914. 1888

MARTIN'S
APOLASTEL
PILLS
A French Remedy for all Inflammations.
Thousands of Letters always keep a box of
Martin's Pills in the home, or when on the
road, as they are so useful in all cases of
inflammation, whether of the bowels, bladder,
or any other part of the system. They are
also useful in all cases of indigestion, flatu-
lence, and all other ailments of the stomach.
They are sold in all parts of the world, and
are the only pills that can be relied upon.
MARTIN'S
APOLASTEL
PILLS

FOR
NERVOUS EXHAUSTION
LOSS
OF
MEMORY
AND
DEBILITY
and
to
feed the
NERVES
CHAPOTEAU'S
PROSPHO-GLYCERATE OF LIME
It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Anemia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

THE NEW FRENCH REMEDY, No. 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

HONGKONG TIDE TABLE.
From 17th to 23rd September, 1914.

Day of Week	Days of Month	High Water		Low Water	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Thurs.	17	h. m.	ft. in.	h. m.	ft. in.
		6 36	7 4	0 6	4 2
Fri.	18	8 24	4 9	2 6	1 4
		7 34	7 6	1 12	3 6
Satur.	19	8 39	5 3	2 39	1 3
		8 25	7 8	2 4	3 0
Sun.	20	9 4	5 8	3 11	1 4
		9 7	7 7	2 52	2 4
Mon.	21	8 32	6 3	3 42	1 7
		10 7	7 4	4 12	1 8
Tues.	22	10 58	6 8	4 25	1 6
		10 34	7 1	4 41	1 6
Wed.	23	11 52	6 1	5 13	1 5
		11 38	7 3	5 7	3 3

SHIPPING IN WAR TIME.
STATE SCHEME OF INSURANCE.
GUARANTEES FOR BRITISH COMMERCE.

A London paper of August 4th contains the following:-

There is now issued the far-reaching scheme of Insurance of British Shipping in Time of War which has been under consideration by a Sub-Committee of the Committee of Imperial Defence for more than a year.

The scheme provides for the assumption by the State of 80 per cent. of the war risks on vessels leaving port after this country is engaged in war, and so secures beyond doubt the maintenance of our overseas trade. Its finance is based on the assumption that 5 per cent. of all British steamships which on the outbreak of war are at sea or in ports of the enemy are captured, and that during the six months following the outbreak of war a further 5 per cent. of all British steamships available for foreign trade are captured. The grand total of the State's share of estimated losses on hulls and cargo in six months (without taking into account any premiums received) is £16,367,000. On these assumptions the total losses on hulls insured against premiums would be £8,183,750, and the State's share of these losses would be £4,907,000.

No premium is to be charged by the State in respect of voyages current at the outbreak of war. The State is to fix the premiums on vessels for new voyages within a suggested maximum of 5 per cent. and a minimum of 1 per cent.

DETAILS OF THE SCHEME.
The sub-committee recommend (a) in the case of hulls:-

(1.)-That arrangements should be made with the existing clubs, or mutual war risks associations, that they shall extend their existing standard forms of policy to cover the King's enemy risks up to the arrival of the vessels at the final port on the voyage which they are making when war breaks out or hostilities have begun, and for 10 clear days after an arrival.

(2.)-That arrangements should be made with the existing clubs or mutual war risks associations for the issue of policies covering the King's enemy risk on vessels starting on voyages after this country is at war.

(3.)-That the State shall reinsure 80 per cent. of all these risks.

(4.)-That no premium shall be charged by the State in respect of voyages current at the outbreak of war.

(5.)-That for voyages begun after the outbreak of war the State shall fix the insurance premium to be charged on a voyage basis, and shall receive 80 per cent. of such premium.

(6.)-That the State shall have the right to fix and vary the premiums from time to time, as may be considered necessary, within a suggested maximum of 5 per cent. and a minimum of 1 per cent.; but a rate agreed for a specific voyage shall hold good if the vessel sails on that voyage within 14 days of the completion of the insurance. On the other hand, if the starting of a voyage is delayed under the orders of the Admiralty the assured shall have the option of cancelling the policy and receiving back the premium paid.

(7.)-That the clubs shall run the remaining 20 per cent. of these risks, both before and after the outbreak of war, receiving for voyages commencing after the outbreak of war 20 per cent. of the premium fixed by the State.

(8.)-That all expenses shall be borne by the clubs.

(9.)-That the club policy shall contain the following warranties:-

(a.)-That no ship insured by the State shall start on a voyage if ordered by the Admiralty not to do so, and that under both the policy relating to a new voyage and the policy relating to the completion of the voyage any orders that the Admiralty may give as to routes, ports of call, and stoppages shall be obeyed. Provided that, in case of breach, the above warranty shall not operate if the assured can satisfy the Committee of the Club that such breach happened without the fault or privity of the assured and of the owners and of the managers of the ship.

(b.)-That the ship insured shall be deemed to be at all times fully insured against all perils covered by an ordinary Lloyd's policy (with collision clause attached) and containing an F.C. and S. Clause, and no claim whatever against which the ship is deemed to be otherwise insured, as aforesaid, or against which she is in fact insured by any other insurance policy, shall be recovered under the Club policy.

(10.)-That ships so insured undertake, as far as possible, to carry out the orders of the State in regard to their routes, ports of call, and stoppages. Failure to carry out such orders will involve an appropriate penalty, but such failure shall not be treated as a breach of warranty.

(11.)-That each Club and its constitution shall be approved by the State.

(12.)-That the State shall be represented on the Committee of each Club.

(13.)-That the basis of values for the purposes of State insurance shall be the value accepted for income-tax purposes—that is to say, the first cost of the vessel without allowance for the cost of alterations or additions, less depreciation at the rate of 4 per cent. per annum, but without any minimum limit per ton.

(14.)-That the Club shall not be bound to pay a loss if the ship be recaptured or released, or restored to the assured within six months after the date of capture.

(15.)-That claims shall be dealt with and settled by the Committee of the Club. If a claim be settled with the approval of the State's representatives on the Club Committee, the State to pay on the agreed figures. If the State's representatives protest against a proposed settlement, the liability of the State under its policy of insurance to be settled (failing agreement to refer to arbitration) by the Courts of Law.

(16.)-That in the event of loss by destruction or capture, the first payment by the State shall be made at the end of six months after the event.

(17.)-That the liability of the State shall be discharged in three equal instalments at six, nine, and twelve months from the date of loss or capture, with interest at the rate of 4 per cent. per annum.

WM. POWELL, LTD.
Telephone 346.

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Over **100** distinct patterns.

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Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.
[1049.]

WAR NEWS.
AMERICA'S PURCHASE OF LINERS.
BRITAIN AND FRANCE OBJECT.

A New York telegram to the Tokyo Asahi states that Great Britain and France have decided to oppose the proposal of the United States to purchase the German liners. France objects on the ground that for the United States to purchase those liners is equivalent to rendering financial assistance to Germany.

Great Britain prefers that the United States purchase vessels from neutral countries, as the proposal to purchase vessels from one of the belligerent countries is unprecedented in International Law, but no formal protest has been made yet. Great Britain fears the German may transport provisions to Holland under the flag of the United States, and thence to Germany. T. starve out Germany is one of the principal tactics of the allied forces.

RICH AMERICANS TRAVEL IN STEERAGE.

New York, August 15th.
Another baggageless lot of Americans who fled Europe to avoid the war reached New York to-day on the Celtic. The cabins were jammed and the stewards had a hard time feeding the throng. In the first cabin were 304 persons, in the second 606 and in the steerage 656. W. H. Vanderpool, son-in-law of C. K. G. Billings, was a passenger on the Celtic with his wife, child and Miss Billings. He said they were in Paris when the condition of affairs became alarming. The party left on a crowded train for Calais.

The Celtic took a northerly course and steamed without lights at night, but the trip was without incident.

Other passengers were Mrs. Alfred Vanderbilt and son, Captain C. A. Barbour, Ernest Iselin and Mr. and Mrs. H. H. Westinghouse. More than a hundred persons of means were in the steerage of the Celtic because of the congestion on board. One passenger, who fortunately obtained first-cabin accommodations, refused an offer of \$2,700 for a state-room.

BERLIN IN THE WAR.

THE GERMAN EMPEROR AS LEADER WRITER.

COPENHAGEN, August 18th.
A Petrograd Telegraphic Agency message states that Berlin is absolutely "cut off" from war news. With the exception of the Swedish, there are no foreign newspapers in circulation, and for those on sale, as much as one mark has been charged. The Emperor has dictated leading articles which have appeared in the Berlin Lokal-Anzeiger. In one of these he is reported to have said that he preferred not to storm the forts at Liege, being reluctant to waste the valuable lives of his dear soldiers.

Throughout the country motor cars are being searched for diligently, in the belief that foreign spies are using them for the purpose of rapidly investigating the state of the country. In one car a German officer, and in another an Austrian Countess, have been shot whilst travelling, the movements of the cars apparently having aroused suspicion.

NEW VICTOR RECORDS

AND
VICTROLAS

RECEIVED
BY THE
S.S. "EMPRESS OF INDIA."

EXCLUSIVE DISTRIBUTORS:
S. Moutrie & Co., Ltd.

TSINANFU-KIAOCHOU RAILWAY. CHINA'S NEUTRALITY.

Trains to the town of Kiaochou are still running daily, but beyond that the line is used only for the purposes of the military in Tsingtao. It is reported that the line between Kiaochou and Tsingtao has been washed out by floods for about twenty li, so that some time and expense will be needed for repairs. Whether it is worth while repairing in view of the investiture by the Japanese troops is another ground for consideration. The Japanese landing at Lungkou will involve a march of about 600 li across country, whose roads will probably be rendered impassable by rain for weeks.

FRENCH COGNISANT OF GERMAN PLANS.

An official communication issued on August 15th by the French Ministry of War reviewing the situation to date, says:-

"In order that opinion in France and elsewhere can have a just view and not be lost in the details of news, it is of advantage to lay down in broad lines and without seeking to judge in advance the development of events and to classify the results required."

"We know from the declarations of German strategists such as Bernhardi, Falkenhayne and Von Der Goltz that the German plan provided for a quick attack of the first line upon our covering troops to the north of Nancy."

"We know equally without any doubt that a second sharp and quick attack was to have been made by passing through Belgium and then immediately striking at the French frontier."

"A positive proof of the verity of this double plan is found in the individual cards of mobilization directing the German reservists from the fifth to the fifteenth day of mobilization to join their regiments in French cities such as Verdun, Rheims and Chalons-sur-Marne."

"This double-quick attack failed. That directed against Nancy was not attempted in its entirety, the Germans, finding our forces too strong, renounced the plan."

"We know also that the failure of this quick attack through Belgium because of the resistance of the forts at Liege, the valour of the Belgian army and the intervention of our Cavalry, has kept the German forces eight days upon the Meuse. The first results are these checks to the German plan."

The War Office alludes to the regularity of the French mobilization, the concentration and co-ordination of the French movement with the English and Belgian allies, and continues:-

"The Russian army having accelerated its mobilization will be able to operate at the same time with the French, English and Belgian armies. The Serbian army is now mistress of Herzegovina and this will cause Austria-Hungary to hesitate to continue to send her troops, which during the past eight days have been on their way toward Alsace."

"Finally, the English and the French squadrons control the seas."

TO THE TROUBLE OF THE WORLD.

At last we know you, War-lord. You that fling
The gauntlet down, fling down the mask
You were
Publish your heart, and let its pent
hate pour,
You that had God for ever on your
tongue.
We are old in war, and if in guile we are
young.
Burns in our bosom even as heretofore,
Nor are these thews unbraced, these nerves
unstrung,
We do not with God's name make wanton
play:
We are not on such easy terms with
Heaven as
But in Earth's hearing we can verily say,
"Our hands are pure; for peace, for
peace we have striven."
And not by Earth shall he be soon
forgiven
Who lit the fire acurist that flames to-day.
-The Times.

William Watson.

THE POWERS AND THE BOXER INDEMNITY.

The Government, says the Peking correspondent of the N.C. Daily News, is approaching the Diplomatic Corps again asking the Ministers to agree to the Boxer indemnity being paid in a lump sum at the end of the year instead of in monthly instalments.

Standing erect in a limousine driven by a Japanese chauffeur, an immaculately dressed Japanese drove past the Admiralty last month with the Union Jack in one hand and the Rising Sun standard in the other, shouting "Banzai!" in answer to the cheers of the crowd.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. R. E. Peel	About 21st Sept.	Freight only.
BOMBAY VIA STRAITS and COLOMBO	NUBIA Capt. F. J. Fox	About 22nd Sept.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 24th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SALSETTE Capt. A. F. Vio, R.N.R.	Noon 25th Sept.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 14th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAITS	TO SAIL
SWATOW and SHANGHAI	"NINGPO"	On 18th Sept., Noon.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 19th Sept., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 20th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"YUNNAN"	On 20th Sept., 10 A.M.
SWATOW and BANGKOK	"HANYANG"	On 22nd Sept., 4 P.M.
SHANGHAI	"LUOHOW"	On 22nd Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 23rd Sept., 4 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	"HUTCHOW"	On 25th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 25th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN" Excellent Saloon accommodation Aboard; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHEYAN," "KUEICHOW" and the S.S. "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 16th September, 1914 TELEPHONE 36. AGENTS. [5]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 18th Sept., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 22nd Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th September, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 9th Oct. 10 A.M.
ALDENHAM	...	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc. and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

Steamers are despatched Eastward and Westward at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS.

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

TENYO MARU	22,000—21 knots from Nagasaki 20th Sept.
SHINYO MARU	22,000—21 knots from Nagasaki 6th Oct.
CHIYO MARU	22,000—21 knots ... TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ... " " £96.10.
" " " SAN FRANCISCO	£45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	¥120.	KOBE	¥135.	YOKOHAMA	¥150.
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Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS
MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS. HONOLULU, HILO, MANZANILLO.
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WED'DAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Doi	WED'DAY, 30th Sept., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	MONDAY, 21st Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 20th Sept., at Noon.
"DAIGI MARU"	S. Tokushige	...

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHO MARU"	K. Hattori	MONDAY, 21st Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1, Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
26th Sept.	"KATHIAWAR" 17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

331

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	\$ KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept., at 10 A.M.
	\$ MISHIMA MARU Capt. F. L. -ommer	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	\$ AWA MARU Capt. T. Hori	12,500	TUESDAY, 29th Sept., 4 P.M.
	\$ SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	\$ TANGO MARU Capt. Sekine	9,600	TUESDAY, 29th Sept., A.M.
	\$ NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	\$ KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
BOMBAY via SINGAPORE, and COLOMBO	\$ RANGOON MARU Capt. H. Nomura	12,500	MONDAY, 21st Sept.
SHANGHAI and KOBE	\$ JINSEN MARU Capt. Terada	5,000	WEDNESDAY, 23rd Sept.
KOBE	\$ SANUKI MARU Capt. Date	12,500	FRIDAY, 25th Sept.
NAGASAKI, KOBE and YOKOHAMA	\$ NIKKO MARU Capt. R. Takeda	9,100	TUESDAY, 22nd Sept., at 5 P.M.
KOBE and YOKOHAMA	\$ ATSUTA MARU Capt. Iizawa	16,000	THURSDAY, 24th Sept., A.M.

Fitted with New System of Wireless Telegraphy.

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been
withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[R-9-11]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer	Leave	Leave	Connecting Steamers	Due at	Due at
"ORIENTAL"	to	SHANGHAI	HONGKONG	to	MARSEILLES	PLYMOUTH
YOKOHAMA	COLOMBO.	RAI	KONG.	MARSEILLES and LONDON	LBS	(London 1 day later)
p.m.		5 p.m.	Noon.		Friday	Thursday
Thurs.		Tues.	Satur.			
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 5	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL
of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive
in Marseilles on Friday, and London on the following Friday. Arrangements are also
being made whereby passengers by the P. & O. Special Train from Marseilles can now
arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARE:

The Fare to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£65.	"	"	£97.	£89.
	"B"	"	"	"	£86.
2nd Saloon	"A"	"	"	"	£66.
	"B"	"	"	"	£60.
MARSEILLES	1st Saloon	"A"	Accommodation	Single	Return
	"B"	"	"	"	£91.
	"A"	"	"	"	£83.
2nd Saloon	"A"	"	"	"	£63.
	"B"	"	"	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £71 Return. 2nd Saloon £33 Single; £49 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- Ship Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide Consignees' letters which should be left open for inspection when required.
- Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- Shipping Companies and Ship Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

WAR RISKS ARE NOT COVERED BY POSTAL REGISTRATION OR INSURANCE.

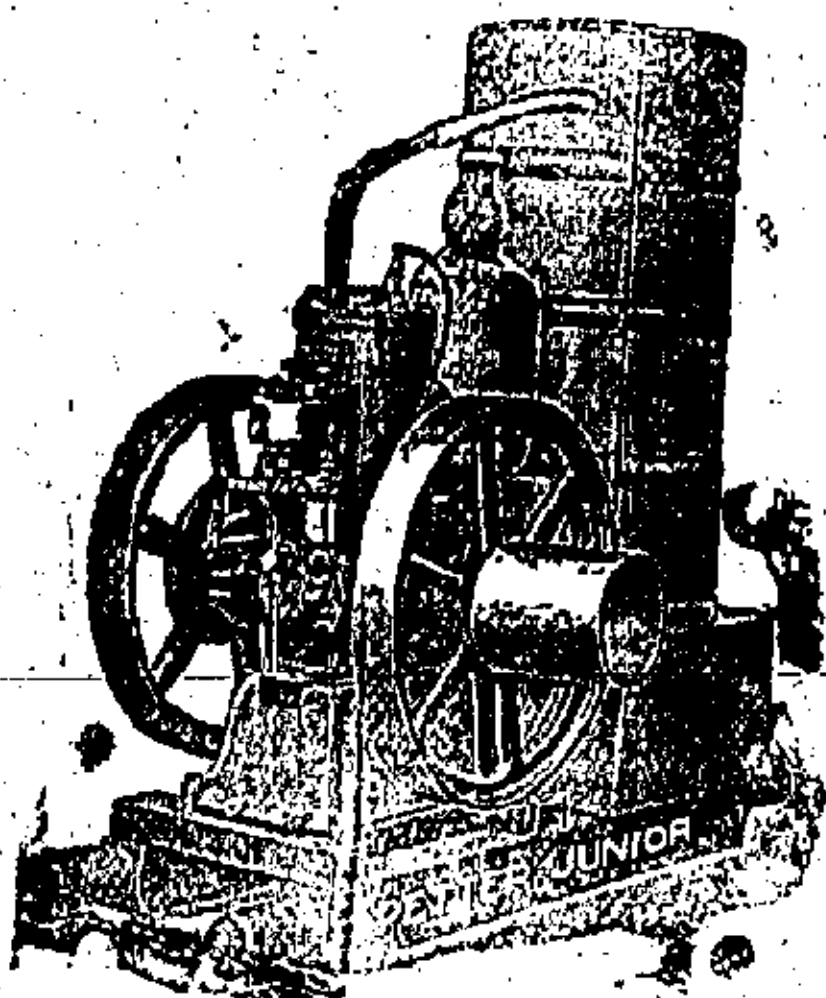
The Parcel Post service to Egypt and countries beyond is for the present suspended.

The Korea, with the AMERICAN MAIL, left Yokohama for Hongkong via Manila on the 16th inst., at 10 a.m., and is scheduled to arrive here on Monday, the 28th inst.

FOR	PER	DATE
Swatow, Haiphong and Pakhoi	Vang	Thursday, 17th, 8.00 A.M.
Swatow, Haiphong and Pakhoi	Hongkong	Thursday, 17th, 9.00 A.M.
Swatow, Haiphong and Pakhoi	Chili	Thursday, 17th, 11.00 A.M.
FOAMONGA via KIELUNG, SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO (EUROPE via SIBERIA)	Mongolia	Thursday, 17th, Registration 2.00 P.M. Letters 3.00 P.M.
To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 5 a.m. on Monday, the 21st inst.		
Haiphong and Pakhoi	Hanoi	Friday, 18th, 9.00 A.M.
Swatow, Amoy and Foochow	Hainan	Friday, 18th, 10.00 A.M.
Sandakan	Hainan	Friday, 18th, 11.00 A.M.
Swatow, Shanghai and North China	Kuamoo	Friday, 18th, 11.00 A.M.
Swatow via Yokohama	Kuamoo	Saturday, 19th, 1.00 P.M.
Straits and India via Calcutta	Namsang	Saturday, 19th, 1.00 P.M.
Philippine Islands	Kuamoo	Saturday, 19th, 2.00 P.M.
Wahaiwai, Chafoo and Tientsin	Kuamoo	Saturday, 19th, 3.00 P.M.
Swatow, Amoy, Shanghai and North China	Yunnan	Saturday, 19th, 4.00 P.M.
Shanghai and North China	Yunnan	Saturday, 19th, 4.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Liangchow	Saturday, 19th, Registration 3.00 P.M. Letters 4.00 P.M.
[To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 8.30 p.m. on Thursday, the 24th inst.]		
Swatow, Amoy, and Formosa via Tamsui	Dasjin Maru	Sunday, 20th, 9.00 A.M.
Swatow and Bangkok	Hainan	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 22nd, 10.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Brisbane	Taiyuan	Tuesday, 22nd, 11.00 A.M.
Philippine Islands	Tai	Tuesday, 22nd, 3.00 P.M.

* Specially superscribed correspondence only.

ON HAND FOR SALE.



- ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.
- ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.
- ONE WIRELESS TELEGRAPH SET complete with Induction Coil, Overhead Wires Spars, &c., suitable for Coasting or Patrol Steamer.
- ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.
- KEROSENE OIL ENGINES "PETTER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA		
		HOMEWARD
MARSEILLES VIA PORTS	POLYNESIEN	On 29th September, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The A.O. Line str. *Taiyuan* left Sydney on the 29th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 18th September.

MERCHANT STEAMERS.

The P. & O. str. *Candia* left Singapore for this port on the 14th September, and is due here on the 15th September, at about daylight.

The str. *Glenlogan* left London on the 6th August, and is due here on or about the 20th September.

The Mogul Line str. *Atholl* left Singapore on the 16th September, a.m., and is therefore expected to arrive here on the 22nd September, daylight.

The str. *City of Bristol* left New York on the 10th August, and is due here on or about 25th September.

The T.K.K. str. *Sogo Maru* will arrive here from Moji on the 26th September.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

SHIPPING REPORTS.

The British str. *Chilli* reports: Fine weather throughout.
The British str. *Kamsang* reports: Fine and clear weather, light variable winds with sea smooth.
The British str. *Phenomenon* reports: Light wind from N. to E. from Saigon to Paracels, moderate northerly in fine weather throughout.

LATEST STEAMER MOVEMENT.

The M. str. *Korea*, carrying the mails from United States, left Yokohama for Hongkong via Manila on the 16th September, at 10 a.m., and is scheduled to arrive at this port on the 28th September.

COMMERCIAL.

CLOSING QUOTATIONS.

September 16th.	
ON LONDON:	Telegraphic Transfer 1.94
	Bank Bills, on demand 1.94
	Bank Bills, at 30 days' sight 1.94
	Bank Bills, at 4 months' sight 1.94
	Credite, at 4 months' sight 1.94
ON PARIS:	Bank Bills, on demand nom.
	Credite, at 4 months' sight nom.
ON GERMANY:	On demand nom.
ON NEW YORK:	Bank Bills, on demand 44
	Credite, at 60 days' sight nom.
ON BOMBAY:	Telegraphic Transfer nom.
	Bank, on demand 134
ON CALCUTTA:	Telegraphic Transfer nom.
	Bank, on demand 134
ON SHANGHAI:	Bank, at sight 75
	Private, 30 days' sight nom.
ON YOKOHAMA:	On demand 88
ON MANILA:	On demand Pesos 88
ON SINGAPORE:	On demand 75
ON BATAVIA:	On demand 107
ON HAIPHONG:	On demand nom.
ON SAIGON:	On demand nom.
ON BANGKOK:	On demand 85
	SOVEREIGNS, Bank's Buying Rate, \$11.05 nom.
	GOLD LEAF, 100 fine, per tael 256.80
	BANK SILVER, per oz. 23

SUBSIDIARY COINS.

	per cent.
Hongkong 20 cents pieces	\$10.10 discount
Hongkong 10	\$10.15

FORTHCOMING EVENTS.

Friday, 18th Sept. —
11 a.m.—Hongkong Club Twenty-Sixth Half-Yearly Drawing of 65 Debentures.
Saturday, 19th Sept. —
Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Aerial Waters Manufacturing Co., Ltd. General Meeting at the Office of Messrs. Parry Smith, Seth & Fleming.
Saturday, 26th Sept. —
Noon—Douglas Steamship Co., Ltd. Meeting of Shareholders.
Wednesday, 30th Sept. —
Noon—Yue Hing Loong Meeting of Creditors at the Registered Office.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$5.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 17th SEPTEMBER, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
5 p.m. FATSHAN. 6 p.m. KINSHAN.

FRIDAY, 18th SEPTEMBER, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
5 p.m. KINSHAN. 5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th SEPTEMBER, 1914.

The Company's Steamship "HEUNGSHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 9 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANMING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Departs Hongkong for Australia.
"TAIYUAN"	18th September.	22nd September.
"CHANGSHA"	18th October.	24th October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 11th September, 1914. TELEPHONE No. 36. AGENTS. 11139

MILKMAID STERILIZED NATURAL MILK.

A fresh consignment of this Milk is expected to arrive about the middle of September, when it will be on sale at all Stores.

11127

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing THURSDAY, 17th Sept., at 4 p.m.
KOREA	" TUESDAY, 6th Oct., at 1 p.m.
SIBERIA	" TUESDAY, 13th Oct., at 1 p.m.
CHINA (via Manila)	" TUESDAY, 27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—table water, swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, AGENT,
KING'S BUILDINGS.
TEL. No. 141.

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